

FD 398

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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1. In early 1950, at the time of the Chinese Communist military campaign to suppress Kazakh guerrillas in the Altai Mountains (N 48- , E 90- ) and Tien Shan (N 42- , E 80) areas, as well as anti-communist elements in other regions, Communist troops began to repair old highways and to construct two new highways, one leading south across the Tien Shan area to Korla (N 41-44, E 86-09), and a second leading north from Ch'it'ai (N 44-01, E 89-28) into the Altai Mountains area by way of Peit'ashan (Baydag Bogdo, N 45-30, E 90-50).
2. In 1951, following the completion of the Sinkiang village reconstruction program by the Communists, the authorities required peasants, cattlemen, and artisans of each village and town to contribute ten days each year to the construction and maintenance of provincial highways. In April 1953 Sinkiang villages and towns were using highway maintenance committees and civilian labor corps to recruit laborers for highway maintenance. By that date, maintenance services provided by such local committees and corps had extended the highways of Sinkiang to a total of 5,395 kilometers. During 1952 a total of 1,300,000 working days were devoted to the repair and upkeep of these highways.
3. In late May 1953 highways in Sinkiang which were open to traffic totaled 7,927 kilometers.<sup>1</sup> The status of highways that had been repaired by the Chinese Communists was as follows:
  - a. The Hsinghsinghsia (N 41-47, E 95-07) - Hoerhkuossu (Khorgos, N 44-12, E 80-22) highway, 1,453 kilometers in length, provided a communications channel between Sinkiang and the Soviet Union. Priority attention was given to this highway's bridges and road surface, which had been damaged by continual warfare. In the first half of 1950 army engineers finished work on the long bridge over the Manas River (N 45-38, E 85-12).<sup>2</sup>

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- b. The Paiyangho (N 43-13, E 88-28) - Kashgar (N 39-29, E 75-58) highway, a trunk line linking northern Sinkiang and southern Sinkiang, was repaired in 1950.<sup>3</sup>
  - c. The Kashgar - Keriya (N 36-52, E 81-42) highway, a trunk line in southern Sinkiang and the principal link with the Sinkiang-Tibet highway, was repaired in the first half of 1951.<sup>4</sup>
  - d. The Korla - Charkhlik (N 39-02, E 88-00) highway, a trunk highway in southern Sinkiang and a link between Sinkiang and Tsinghai, was repaired before the end of 1951.<sup>5</sup>
  - e. The Wusu (N 44-27, E 84-37) - Chuguchak (N 46-45, E 82-57) - Bakhty (N 46-41, E 82-42) highway, a major route to the USSR, was completely repaired before the end of 1950.<sup>6</sup>
  - f. The Sharasume (N 47-52, E 88-07) - Omin (N 46-27, E 83-23) highway, a trunk line leading into the Altai Mountains area, was completely repaired before the end of 1950.<sup>7</sup>
4. By late May 1953 the Chinese Communists had opened to traffic approximately a thousand kilometers of newly built highways. The status of these highways was as follows:
- a. The Kashgar - Irkeshtam (N 39-40, E 73-53) highway, a major route from southern Sinkiang to the USSR, was open to traffic.<sup>8</sup>
  - b. The Sinkiang portion of the Sinkiang-Tibet highway, originating in Keriya, was open to traffic.<sup>9</sup>
  - c. The Ch'it'ai - Fuyun<sup>10</sup> highway was a major route leading into the Altai Mountains area. Construction north from Yuanhu (N 45-02, E 90-07) began in 1950 and had reached Fuyun by late May 1953.
  - d. The Urunchi (N 43-48, E 87-35) - Korla highway, which was 321 kilometers long and shortened the link between northern and southern Sinkiang by 150 kilometers, facilitating the exploitation of mines and forests in the Tien Shan area, was opened to traffic in early November 1952. Most of the construction on this highway was done by army engineers based in the area.<sup>11</sup>
  - e. The Kuldja (N 43-55, E 81-14) - Hochingsien<sup>12</sup> highway was completely surveyed, and construction and preparations for opening the highway's western sector to traffic had been completed.
  - f. The Fuyun - Chimunai (N 47-32, E 85-38) highway was planned for construction during 1953.
5. At the end of 1952 there were 3,500 motor vehicles, including 262 vehicles attached to the provincial transport company, in Sinkiang. During 1952 approximately 180 million ton-kilometers of transport service were recorded in Sinkiang, not including trips made by vehicles attached to the three joint Sino-Soviet corporations: the Petroleum, Non-Ferrous Metals and Civil Aviation Corporations. [ ] transport service in Sinkiang for 1952, for the different types of carrier, are as follows:

Military vehicles	154,590,000 ton-kilometers
Government-operated vehicles	14,000,000 ton-kilometers
Provincial transport company	8,450,000 ton-kilometers
Privately operated vehicles	4,990,000 ton-kilometers

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At the end of 1953 government-operated transport services covered a total of 5,000 kilometers of Sinkiang highways.

6. In May 1953 a joint transport company was established to organize and coordinate government and private motor and animal transport facilities, unify shipping charges, adjust relations between government and private transport services, and strengthen control over transport facilities and services.

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Comments

1. The discrepancy between this figure and that given in paragraph 2 is not explained. As reported in the Sinkiang Jih Pao, 1 January 1953, Burhan's account of three years of progress in Sinkiang indicated that 4,300 kilometers of roads left by the Kuomintang regime had been repaired, and new highways built equivalent in length to 83 percent of the original (1950 ?) length of the highways.

- 25X1A 2. [ ] reported that the Manas River bridge was open in May 1950, and the road from Urumchi to Khergos under repair. [ ]

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- 25X1A 3. This is part of the Urumchi-Kashgar highway [ ] about 1395 kilometers in length.

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- 25X1 4. [ ] this road is 792 kilometers long. Repair work on the Khotan (N 37-07, E 79-55) - Keriya section was reported [ ]

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5. [ ] this road is 442 kilometers long.

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6. [ ]

- 25X1A 7. [ ] a hard sand road. [ ] gave its length as 552 kilometers.

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- 25X1A 8. [ ] this road as good enough for truck traffic in late 1952. [ ] it is 180 miles long.

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- 25X1A 9. [ ] in the summer of 1952 Chinese troops were working on a road south from Keriya and had completed it as far as Felur (N 36-12, E 81-30).

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10. Approximately N 47-50, E 90-00. See sketch on page 4.

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- 25X1A 11. [ ] this highway, which was to be opened about 1 July 1952, as running from Urumchi to Karashahr (N 42-04, E 86-34) and constructed by troops of the 1 Army.

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12. [ ] Hochingsien is on the Urumchi-Karashahr road. The coordinates supplied, approximately N 42-06, E 86-02, would place it slightly west and north of Korla.

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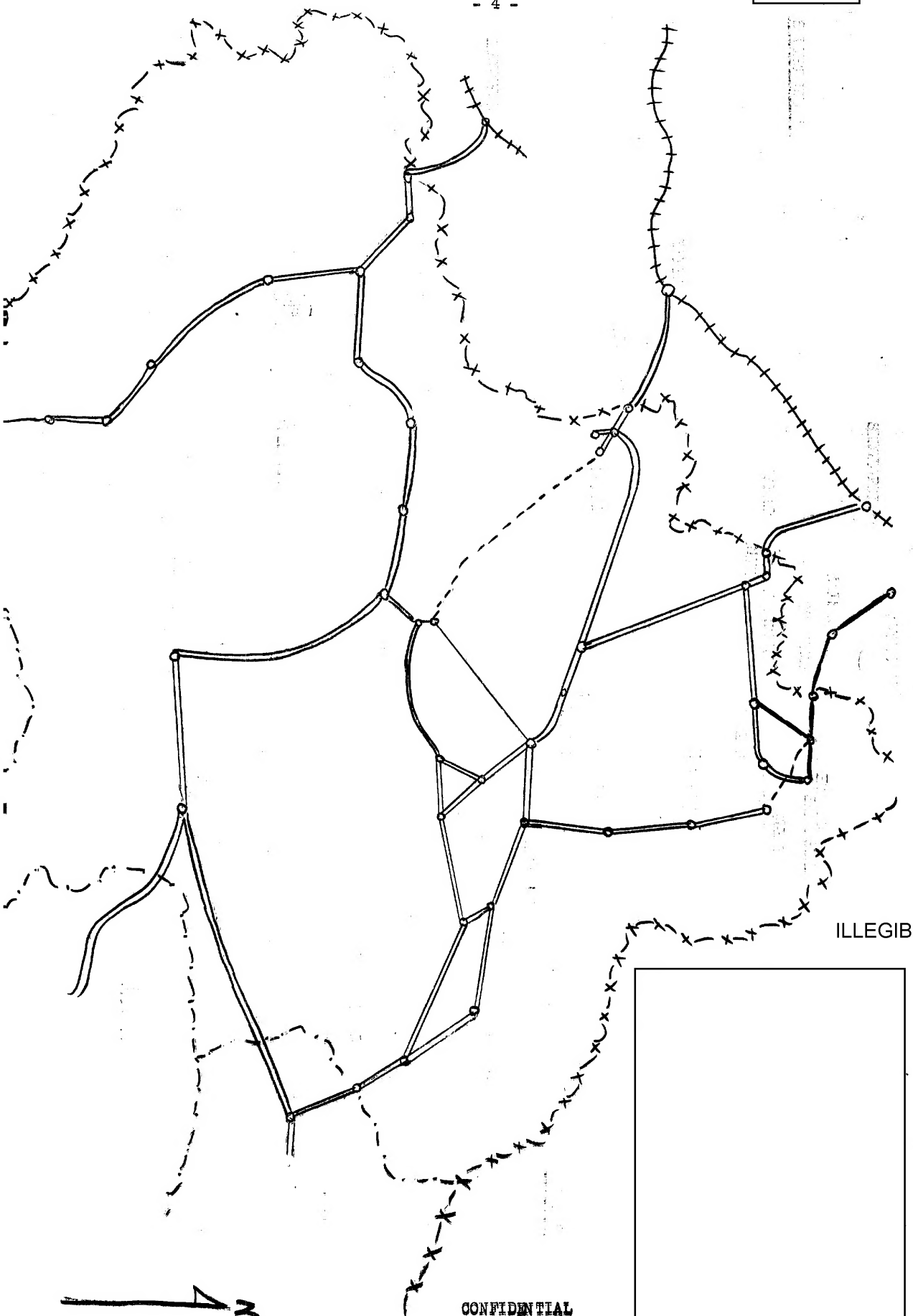
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